

Serial No. 10/820,317  
Docket No. VSTI-10U

**Amendments to the Drawings:**

Two enclosed sheets of drawings include changes to Figs. 1, 2 and 3. These sheets, which include Fig. 1 and Figs. 2 and 3, respectively, replace the original sheets including Fig. 1 and Figs. 2 and 3.

Enclosure: Two Replacement Sheets

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### **REMARKS/ARGUMENTS**

The recognition of allowable subject matter in the above-identified application is gratefully acknowledged. More particularly, claims 17 and 18 stand allowed and claims 2 and 9 and the claims that depend therefrom, claims 4-7 and claims 11-13, respectively, are submitted as being in condition for allowance since, as required in the ***Allowable Subject Matter*** section on page 2 of the identified Office action, claims 2 and 9 have been amended into independent form.

Claim 14 has been amended to recite the step of adjusting at least one of the flow rate of the fuel and the flow rate of the vapor based on the ratio of the vapor and fuel flow rates. Claim 16 has been amended to recite the step of adjusting both the vapor and flow rate and the fuel flow rate to obtain a desired ratio of the vapor flow rate to the fuel flow rate. It is respectfully submitted that these steps are not disclosed or suggested by Pope et al. (U.S. 6,170,539) so that claims 14 and 16 are in condition for allowance as well as claim 15 which depends from claim 14.

Claims 1, 3, 8 and 10 have been cancelled from the present application without prejudice.

The specification has been amended to correct minor errors therein and to change "fueling" to --refueling-- throughout the specification for consistency and to clarify the basis of the acronym ORVR, i.e., On-board Refueling Vapor Recovery. On page 4, the vapor recovery system was identified as being an assist-type system as that term is used on page 6. On page 5, the underground storage tank (UST) vent pressure

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has been amended to clarify that venting occurs at about + 3.0 inches of water or -8.0 inches of water. Descriptions of ORVR systems was clarified on pages 5 and 6. On page 6, U.S. Patent Application Serial No. 10/684,051 has been replaced with U.S. Patent No. 6,810,922 which issued from the '051 application on November 2, 2004. The disclosure of U.S. Patent No. 6,810,922 was clarified as enabling the vapor recovery system to accommodate vehicles having an ORVR system. For clarification on page 7 and in Fig. 2, the in-station diagnostics system 50 remote from the dispenser 22 has been identified as 50a; and, on page 7 and in Fig. 3, the diagnostics system 50 located with the dispenser 22 has been identified as 50b. On page 8, the retrofit of an existing fuel system has been clarified as being a matter of hanging a new nozzle and valve assembly.


The drawings have been amended to: change the directions of the arrows indicating vapor flow and fuel flow in Figs. 1-3 to correspond to the directions of flow as described in the specification; the in-station diagnostics box of Fig. 2 has been identified by the reference numeral 50a to correspond to the specification; and, the dispenser diagnostics box has been identified by the reference numeral 50b to correspond to the specification.

In view of the foregoing amendments and remarks, it is respectfully submitted that all claims now pending in the present application, claims 2, 4-7, 9 and 11-18, are in condition for allowance. Accordingly, applicant requests reconsideration of the application and allowance of these claims.

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If the present amendment raises any questions or the Examiner believes that an interview would facilitate prosecution of the present application, he is respectfully requested to contact the undersigned attorney.

Respectfully submitted,  
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